

SR -710 Tunnel Technical Studies TAC/SC Kick-off Meeting

July 15, 2008

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Project History : Closing The Gap

- In 1964 the California Highway Commission adopted the "Meridian Route" for the 710 Extension through the Cities of Alhambra, Los Angeles, South Pasadena and Pasadena to close the 6.2-mile gap between Routes 10 and 210, in order to maintain the best possible levels of service.

Project History : Closing The Gap

- On April 13, 1998, FHWA approved the Record Of Decision (ROD) with additional conditions.
- Caltrans programmed \$9.7 million through the Interregional Transportation Improvement Program (ITIP) for Interim Traffic Improvement projects throughout the 710 corridor as mandated by FHWA in the Record of Decision (ROD).

Project History : Closing The Gap

- The cities of South Pasadena, Pasadena and the community of El Sereno were able to secure an additional \$46 million through Congressman Rogan, to fund additional improvement projects throughout the I-710 Corridor.
- Due to opposition from local communities FHWA rescinded the ROD in 2003

Project History : Closing The Gap

- Metropolitan Transportation Authority (Metro) commissioned a Feasibility Assessment Study of the Tunnel Option in 2006. The Study concluded that the Tunnel Option is feasible.
- In 2007, Caltrans prepared and advertised two contracts, one for a Community Facilitation consultant and the other for a Tunnel Technical Studies consultant

Current Status

- The Sierra Group and CH2M HILL are the two consultants and they are already on board and Caltrans has had meetings with both teams

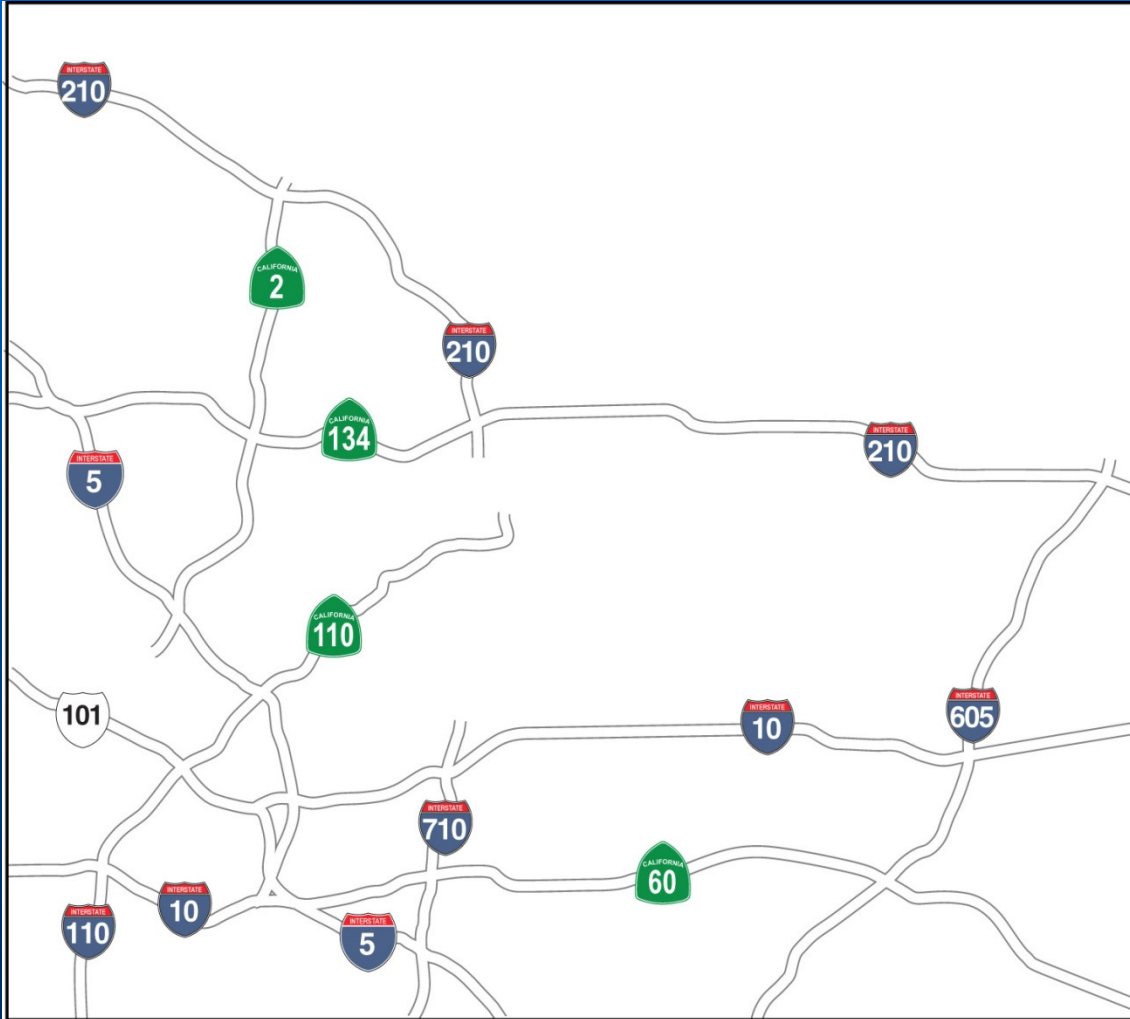
Technical Studies

- CH2M HILL will be conducting several studies including, but not limited to :
 - Traffic Studies
 - Geotechnical Investigations
 - Seismic Studies
 - Air Quality Analysis
 - Noise Studies
- Risk Analysis and Cost Estimate of the selected options

Screening The Options

- Several options will be presented to the TAC and Steering Committee members
- All selected options will receive a “Screening” level of investigation
- We will narrow the options to two alternatives which will be studied in depth

SR-710 Tunnel Corridor Options



SR-710 Tunnel Technical Study Purpose:

“..to comprehensively evaluate the technical feasibility of a tunnel alternative to close the 710 Freeway gap, considering all practicable routes, in addition to any potential route previously considered, and with no funds to be used for preliminary engineering or environmental review except to the extent necessary to determine feasibility.”

Corridor A:

Connects to South End of SR-2



Opportunities

- Connects to a less congested route
- Convenient access to I-5
- Connects two freeway termini
- Crosses an inactive fault (Elysian Park)

Constraints

- Long tunnel (5+ miles)
- Complex connection at SR-2 – May affect traffic on local streets
- May need substantial ROW near SR-2 (west portal)
- Indirect route for north-south traffic

Corridor B:

Connects to I-5/SR-2 Interchange



Opportunities

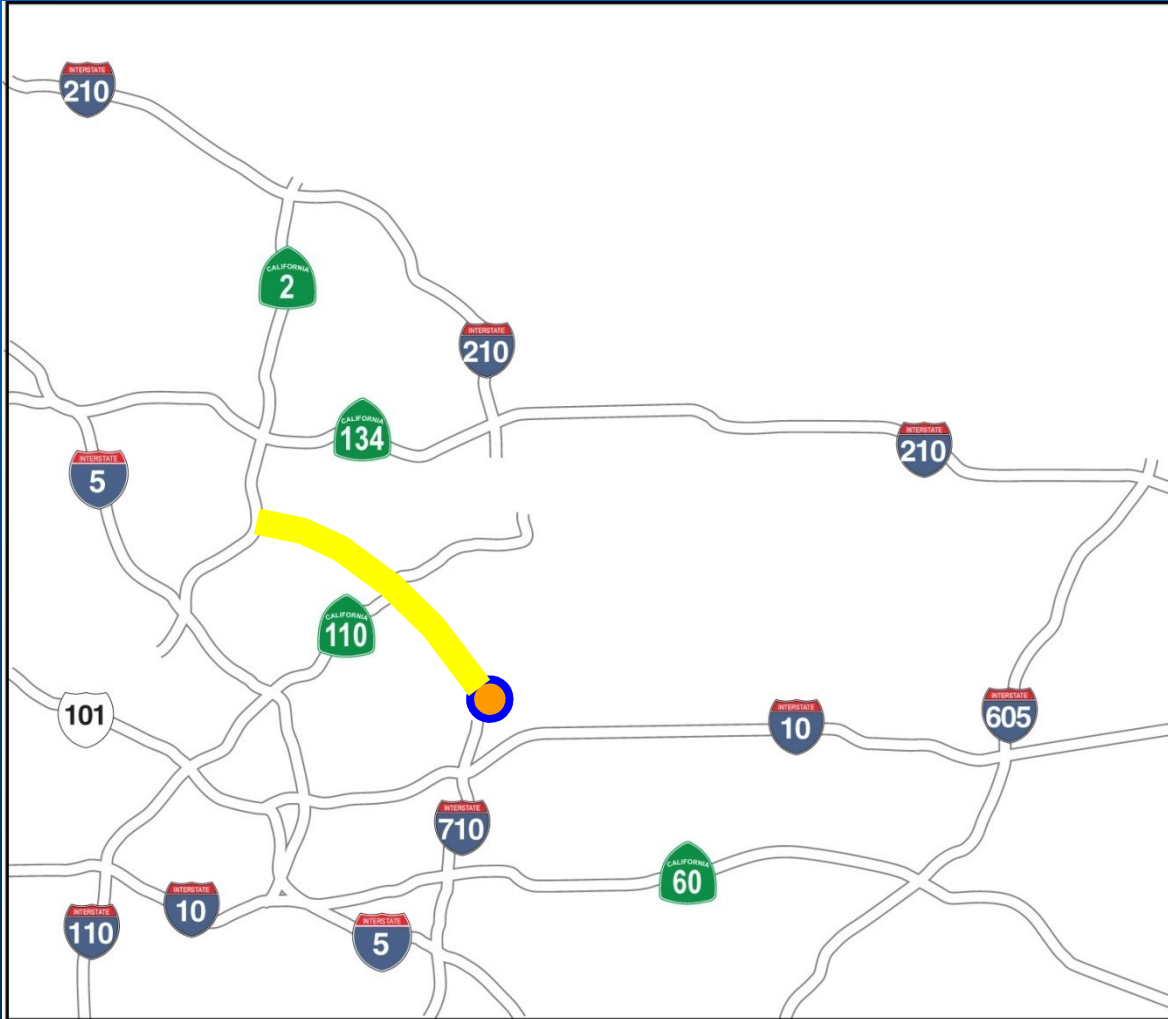
- Direct connection to I-5
- No major fault crossings

Constraints

- Long tunnel (5+ miles)
- Would result in a complex interchange (I-5 / SR-2 / I-710)
- May need substantial ROW near SR-2 (west portal)
- Indirect route for north-south traffic

Corridor C:

Connects to SR-2 Between I-5 & SR-134



Opportunities

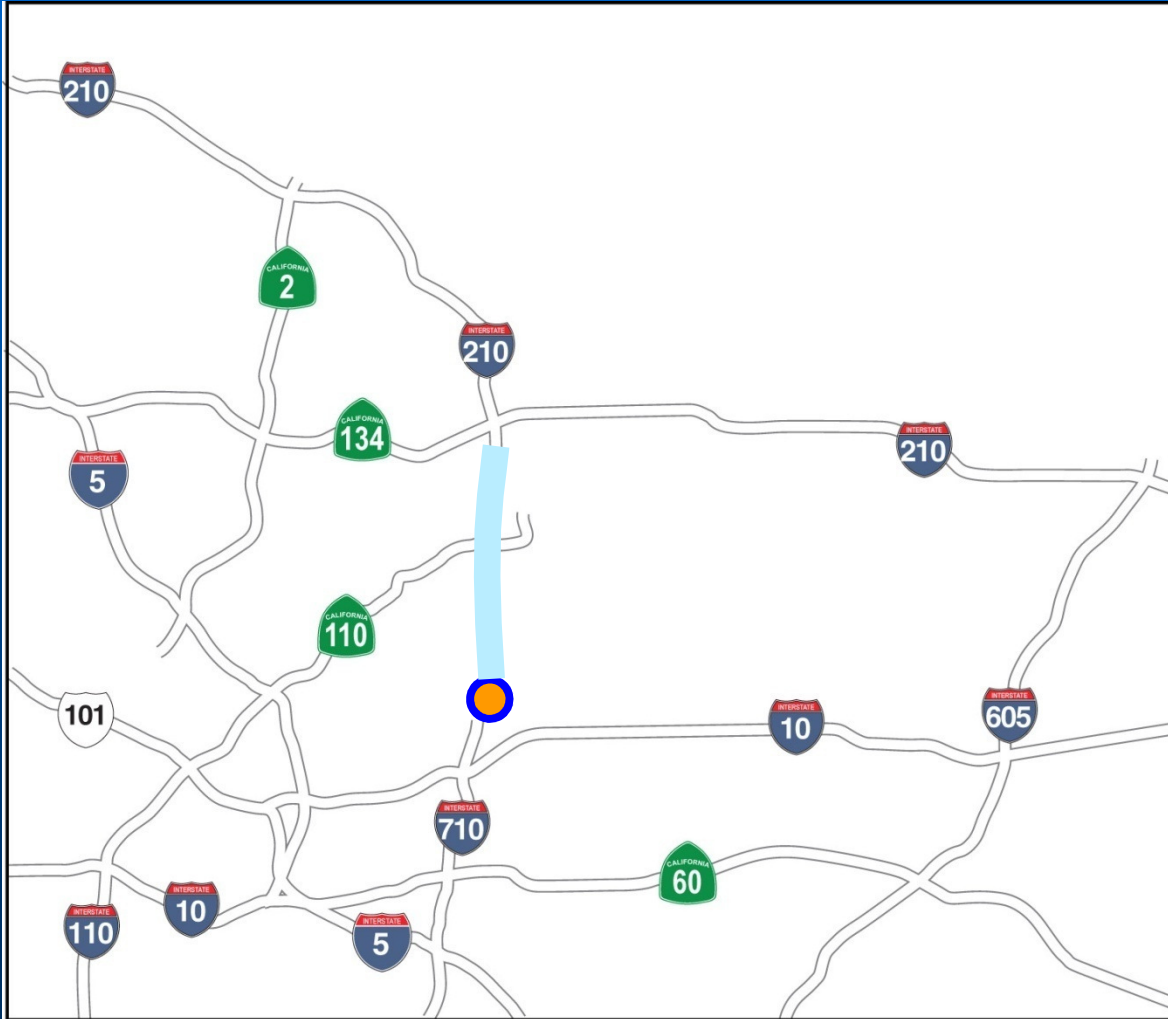
- Connects to a less congested route
- Balances east-west and north-south traffic
- No major fault crossings

Constraints

- Would require closing local interchanges during construction
- Provides indirect access to I-5
- Requires substantial ROW near west portal
- Potential fault rupture (Raymond) near west portal

Corridor D:

Connects to SR-710 South of the I-210/SR-134 Interchange



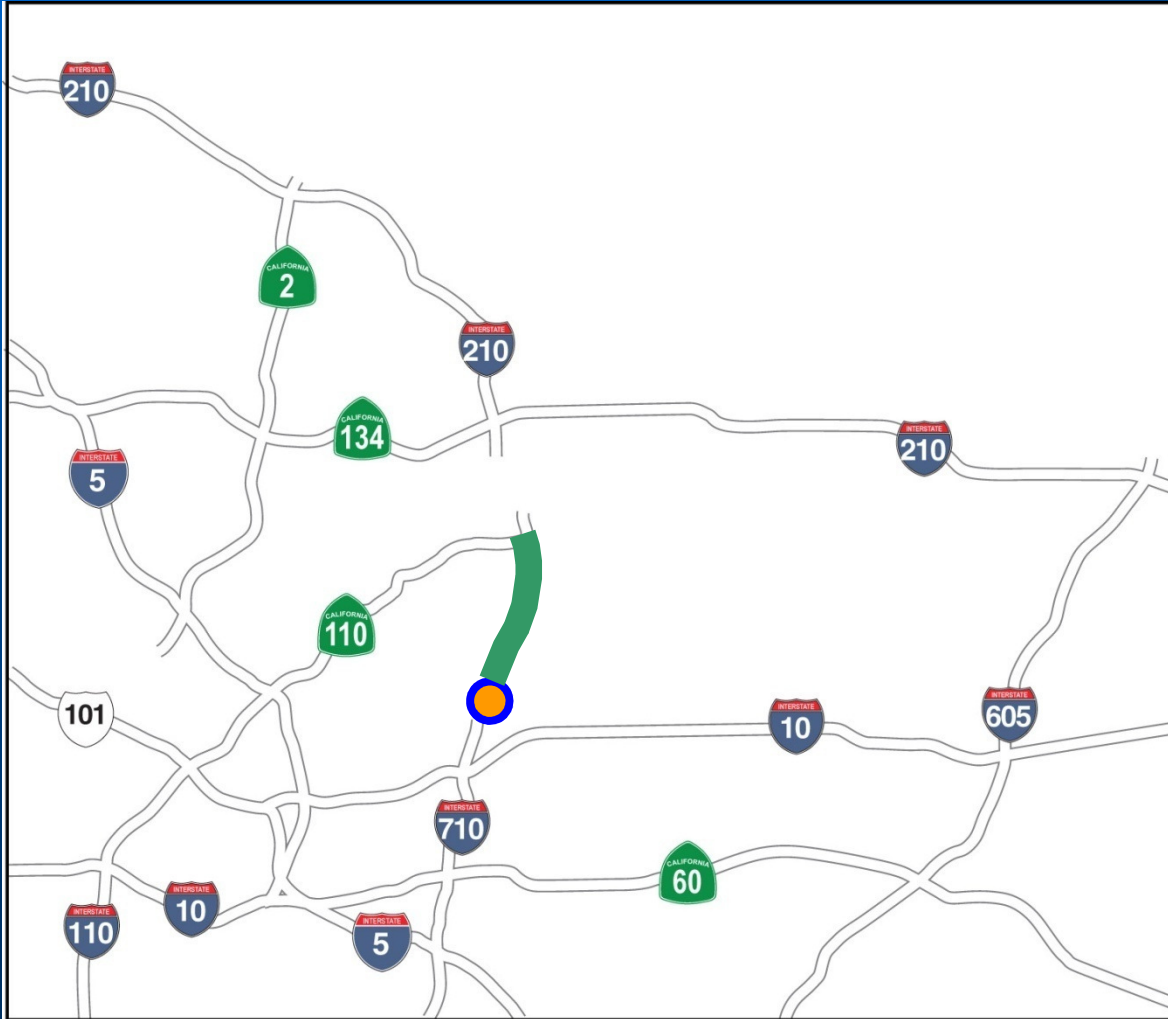
Opportunities

- Short tunnel (4+ miles)
- Most direct route
- Closes gap in regional network
- ROW available near portals

Constraints

- Connects to heavily congested interchange (SR-134 / I-210)
- Crosses major faults (Raymond, Eagle Rock, and York)
- Adds traffic to heavily traveled segments of I-210

Corridor E: Connects to SR-110



Opportunities

- Shortest tunnel (3+ miles)
- Closes one freeway gap

Constraints

- Indirect travel connection
- Leaves one short gap between SR-110 and SR-134
- Fault crossing at north portal
- Substantial ROW at north portal

Corridor F:

Connects to SR-110 and I-210 (Two Separate Tunnels)



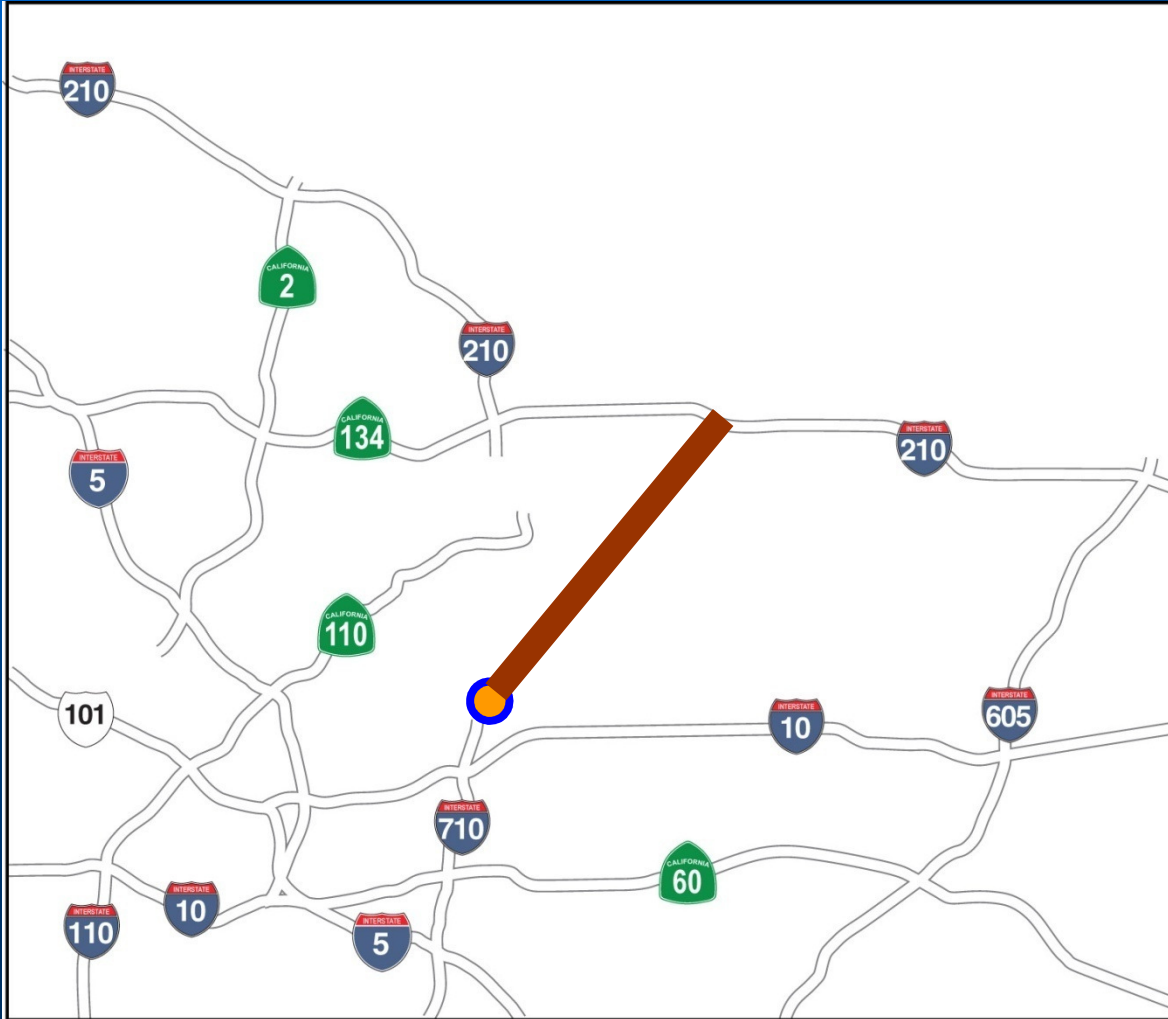
Opportunities

- Shorter tunnel (<4 miles)
- Closes SR-110 freeway gap
- Avoids major Fault (Raymond)

Constraints

- Would require major SR-110 re-design
- Adds two portals and significant ROW needed
- Two separate tunnels

Corridor G: Connects to I-210



Opportunities

- Indirectly closes a gap

Constraints

- Long tunnel (6+ miles)
- Indirect route for most trips
- Requires closing local interchange(s) during construction
- May add traffic to heavily traveled segments of I-210
- Crosses a major fault (Raymond)
- Significant ROW needed at north portal

Corridor H: Connects to I-605



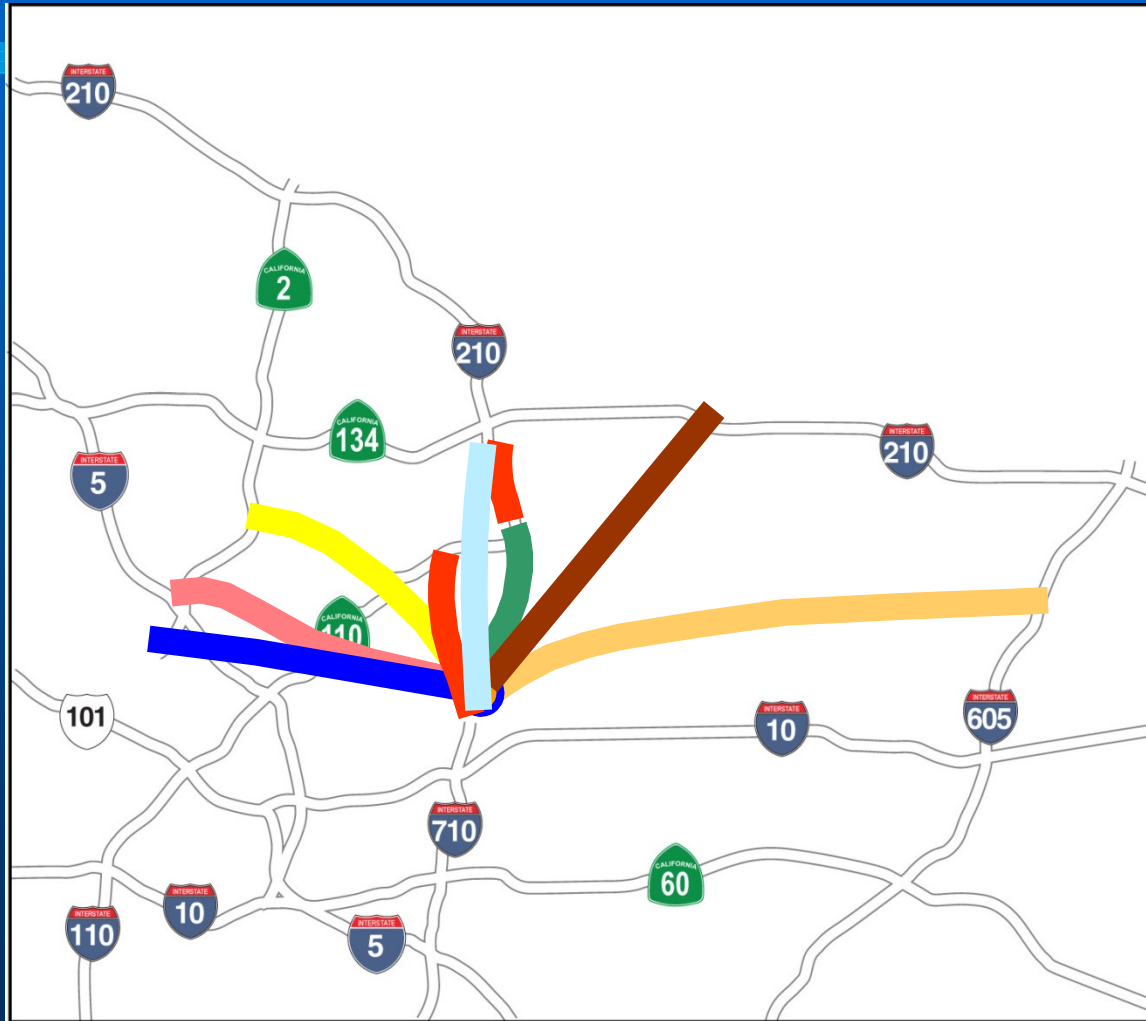
Opportunities

- No major fault crossings
- May relieve some traffic congestion on I-10 and SR-60

Constraints

- Longest tunnel (10+ miles)
- Indirect route for most trips
- Requires closing local interchange(s) during construction
- May add traffic to heavily traveled segments of I-210
- Significant ROW needed at east portal

Summary of Potential Corridors



Which of these corridors is practicable for further study?

Schedule

- Initial screening of various options by August 2008
- Geotechnical Exploration Plan by September 30, 2008
- Begin detailed studies by October 2008
- Final Report by September 2009

Schedule & Budget Constraints

- We can only do detailed analysis of two options
- Any additional options will further delay the schedule and drive up the cost of this effort

Project Funding

- **\$2.4 million in Demo Funds through Congressman Schiff's office**
- **\$5 million in Regional Transportation Improvement Plan funds through Metro**
- **\$4.0 million in Inter-Regional Transportation Improvement funds through Caltrans**

Questions and Answers



The Sierra Group

What Are We Asking of You?

- Which of the 8 Corridor Options should be studied in detail and presented to the community for input?
- With the help of staff, technical consultants and each other can you commit to making this decision by the end of September 2008?

SR710 Tunnel Technical Study Public Process

Creating Community Tunnel Experts

